REDLINE

Welcome

Red Line Open House Meeting

Please sign in and then view the boards and participate in the activities. MTA team members are available for discussion and to answer your questions.

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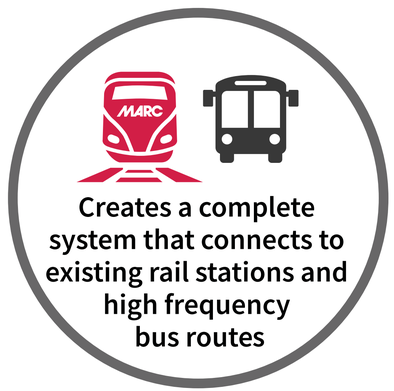
What is the Red Line?

In 2020, MTA and its regional partners released the Central Maryland Regional Transit Plan, establishing a vision for mobility over the next 25 years. This plan identified Regional Transit Corridors demonstrating demand for major investments in high-quality transit options. The East-West Corridor was one of the first two corridors selected to advance for further study. The Red Line builds on decades of work to address transit in this corridor. The relaunch of the Red Line will create better, faster east-west connections across the region through downtown Baltimore.

The Baltimore region deserves great transit

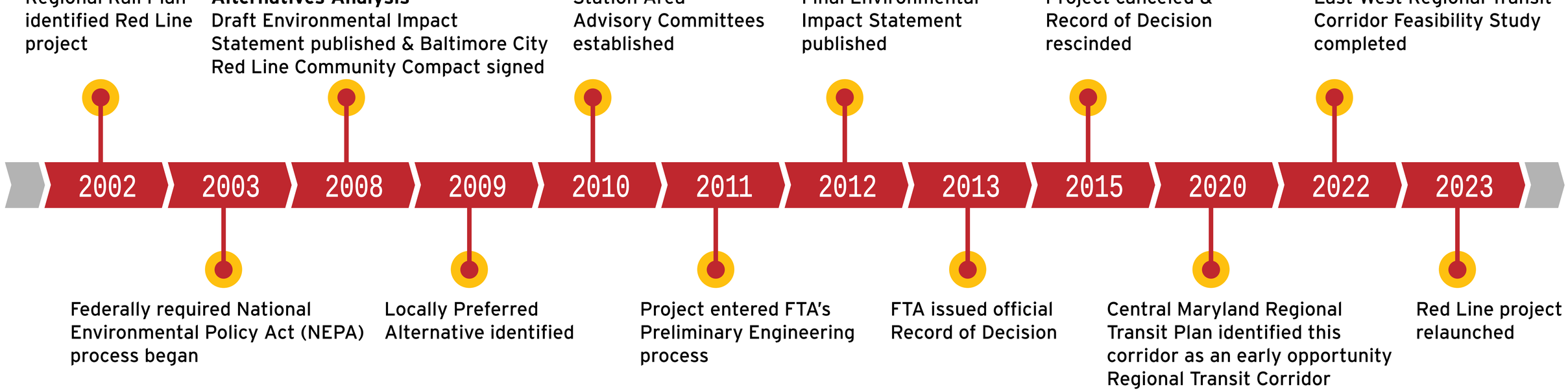
- The Red Line is an east-west high-frequency, high-capacity transit line for the Baltimore Region
- It is an investment in communities' access to jobs, education, services, and opportunities
- This major investment in transit will create better, faster, east-west connections across the region through downtown Baltimore
- Over ten years of study, engineering, environmental analysis, and substantial community participation shape the Red Line



Station 1

How did we get here?

In 2015, the Red Line project was cancelled, but the insights and commitments from the previous community engagement provide a strong foundation upon which the project can build during the relaunch of the project in 2023.



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Station 1

Red Line Corridor Needs & Priorities

Within the identified project needs, what is most important to you?

(place a sticker dot next to your top two priorities and/or add a post-it if you have a priority not listed)

Tell Us What You Think!

Provide high-frequency, high-capacity transit to the work and activity centers along the corridor	
Address the need for reliable and efficient east-west transit service providing transportation choices for commuters	
Improve connectivity between existing transit service	
Support opportunities for growth and investment along the corridor	
Tell Us What You Think! Other priorities not listed	

Station 1

What are the benefits of investing in the Red Line?

Investing in public transportation is important to moving people, supporting economic growth and connecting communities to to jobs, health care, amenities, and other opportunities.

Saves Money Using public transportation instead of driving a car can save the average person up to $9,797 annually*

Spurs Reinvestment For every $1 invested in public transportation approximately $4 is generated in local economic returns*

Increases Access 1 in every 3 Baltimore households do not have access to a car and reliable public transportation is their only means to accessing jobs, healthcare and necessary amenities

Benefits Public Health People who use transit take 30% more steps a day than people who rely on cars**

Improves Sustainability Shifting trips from single-occupancy vehicles to more efficient transit helps Maryland meet its goal to reduce emissions by 60% below 2006 levels by 2031, and net zero by 2045

* - American Public Transportation Assocation

** - United States Department of Transportation

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What are we studying now?

We want your feedback!

Over the coming months, MTA will explore the following key considerations in the alternatives development phase, with inclusive public engagement, to receive, share, and consider project options:

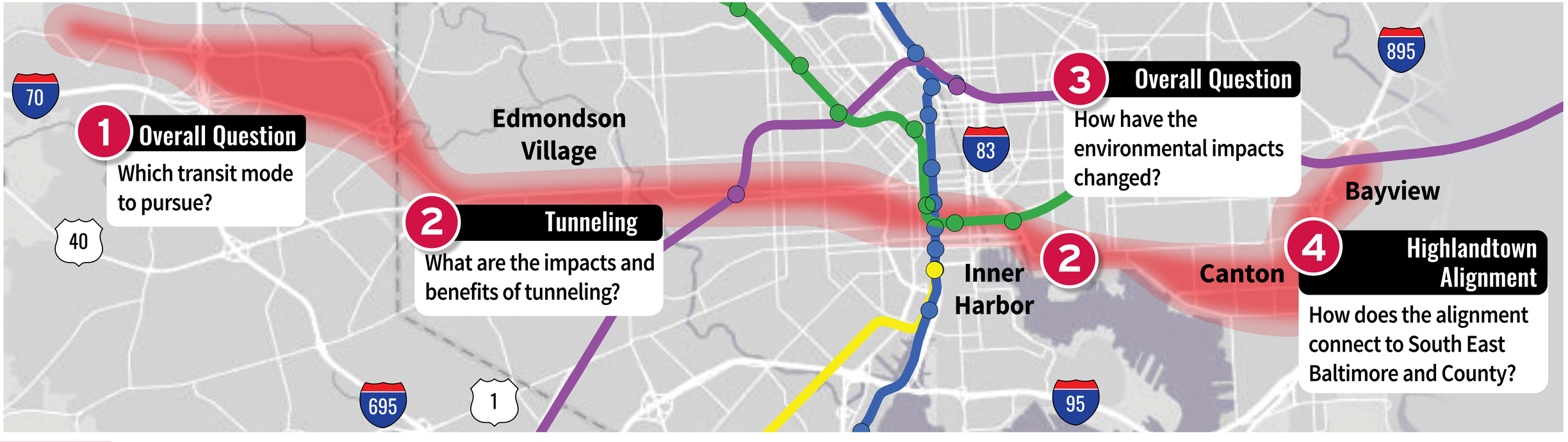
Please use post-its to put your comments on the map

1. **Transit mode –** LRT and BRT options were both evaluated in the prior Red Line EIS and in the East-West Feasibility Study. In the Feasibility Study, both performed well and will be studied in this phase.

2. **Extent of tunneling –** Options to reduce or eliminate tunneling downtown through on-street alignments that follow industry best practices will be studied further to assess costs, benefits and drawbacks to tunneling.

3. **Update to environmental documentation –** While the affected environment in the Red Line study area has not changed dramatically since 2013, MTA will assess updates to project impacts to reflect current conditions, as well as integrate with other projects, such as the Reconnecting Communities planning study for the West Baltimore United project and the RAISE East-West Priority Corridor project.

4. **Highlandtown/Bayview alignment –** Due to recent development in the Highlandtown area, alignment adjustments and design changes in this portion of the corridor will be studied to reflect current conditions and to not preclude potential extension east to Baltimore County as part of a separate study.



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Station 2

Bus Rapid Transit

BRT is being reviewed as a potential mode for the Red Line. Some considerations include:

Benefits

Challenges

Project Delivery & Development Impacts

Accelerated project delivery
Expected to save 3 years in final design and construction.

Less Transit Oriented Development potential
BRT is less likely to incentivize as much Transit Oriented Development.

Operator Needs & Cost

Reduced Cost and Timeline
BRT capital cost tends to be cheaper and could be delivered within public ROW, reducing need to purchase property.

Higher Operator Needs
BRT has higher operator needs than LRT.

Federal Funding (CIG)

Current CIG projects include 39 BRT projects, as the cost and performance is very competitive for federal funding.

Current CIG projects include 8 LRT. The expensive capital cost of Light Rail makes it less competitive for federal funding.

Travel Time & Feasibility

Baltimore City Complete Streets Law
Since the prior Red Line project, Baltimore City's Complete Streets Law provides greater potential for dedicating street space to transit.

Travel Time Impacts and Enforcement
End-to-End travel time and enforcement can vary greatly depending on level of separation and treatments at intersections.

Capacity

Advancements in BRT implementation demonstrates BRT can likely handle the expected capacity needs for the corridor.

BRT can have lower passenger capacity for major/special events that exceed ridership projections.

BRT station on Cleveland's Health Line

LA Metro BRT

Station 2

Light Rail Transit

DART (Dallas, TX) LRT

MAX (Portland, OR) LRT

Light Rail is being reviewed as a potential mode for the Red Line. Some considerations include:

Benefits

Challenges

Project Delivery & Development Impacts

More Transit Oriented Development potential
Light Rail can potentially incentivize more Transit Oriented Development.

Potentially longer project delivery
Final design and construction is more complicated.

Operator Needs & Cost

Lower Operator Needs
LRT has less operator needs.

Higher Construction Cost
Light Rail infrastructure has higher costs and more complex O&M needs and risk associated with tunneling.

Federal Funding (CIG)

Current CIG projects include 8 LRT projects and was viable for funding previously.

Criteria for federal funding has changed since the previous Red Line. Current CIG projects include 39 BRT projects.

Travel Time & Feasibility

Potentially faster end-to-end travel times and reliability.

Less flexible design criteria and potentially more utility and construction impacts.

Capacity

LRT can have higher passenger capacity.

Potentially limits the number of additional corridors that could be pursued and implemented in parallel.

Station 2

Tunneling Considerations

Benefits

- Maximize travel speed through downtown
- Minimize traffic impacts
- Reduce impacts to surface streets
- Direct underground connections to metro

Challenges

- Adds up to 3 years to project design and construction
- Greater risk to impact historic resources, underground utilities, and unforeseen geotechnical conditions below grade
- Adds significant cost; tunnel portion of Red Line was 40% (over $1 billion) of total cost in 2015
- Greater long-term maintenance costs associated with the tunnel
- Less direct connection to on-street bus stops and existing Light Rail line

Tunnel in Previous Red Line

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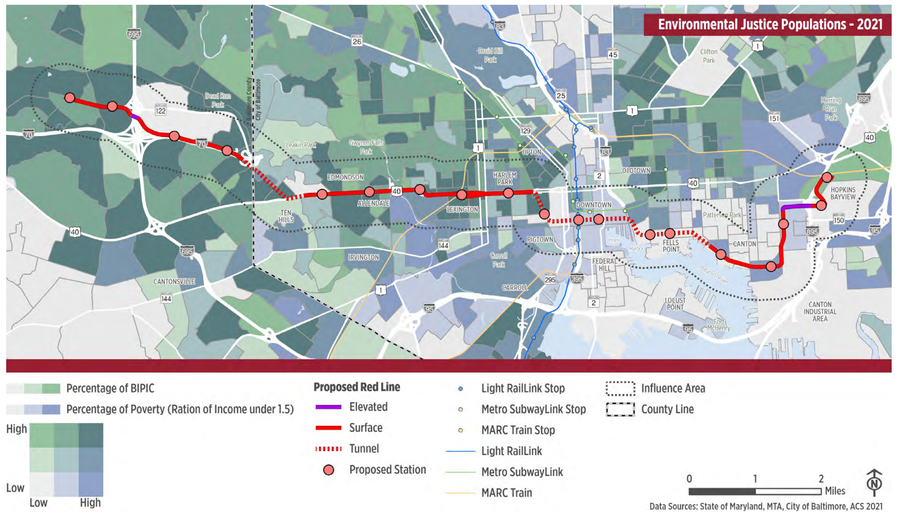
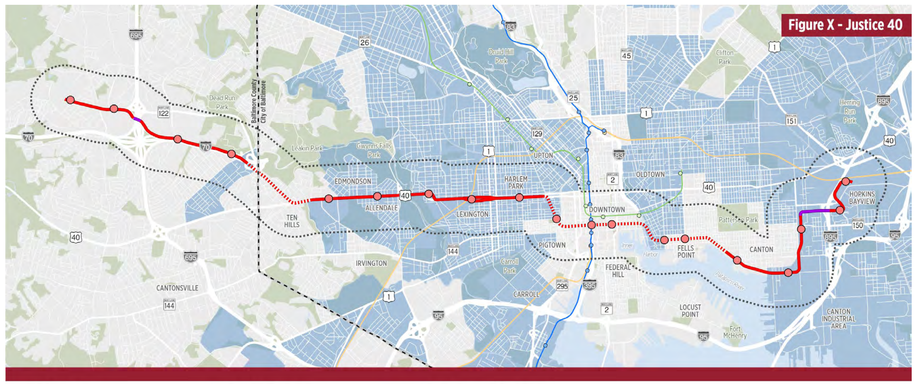
Station 2

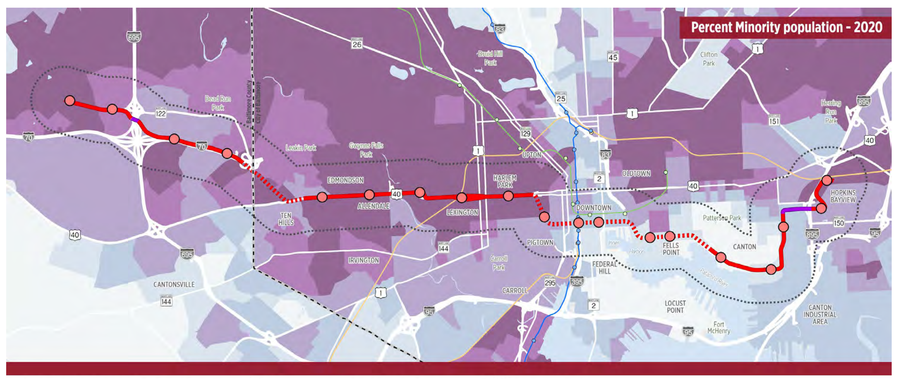
Environmental Updates

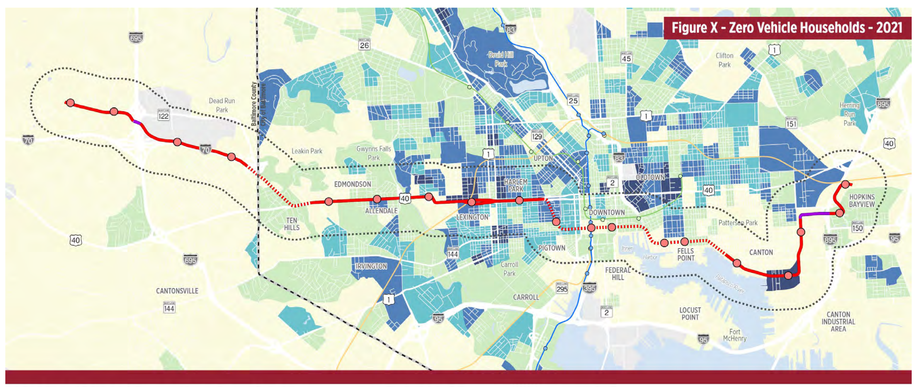
MTA will be updating environmental inventories and studies in the following areas:

- Equity and Environmental Justice
- Socioeconomic and Land Use
- Climate Change and Resiliency
- Noise, Vibration & Electromagnetic Interference (EMI)
- Transit and Transportation Effects
- Natural Resources
- Historic Resources
- Air Quality
- Hazardous Materials
- Indirect and Cumulative Effects









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Station 2

Recent Development Along the 2015 Red Line Alignment

- Recent development in the eastern segment of the project includes Canton Crossing, Brewers Hill, and Greektown
- Alternative alignment options are being investigated to minimize commercial and residential impacts

Development in Brewers Hill area

Residential development in Greektown

Previous Red Line

Recent development

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Station 4

Next Steps

SUMMER 2023

Receive & incorporate public feedback to refine alternatives

FALL 2023

Complete detailed study of project costs, benefits & impacts

Receive & incorporate public feedback to define preferences on trade-offs

WINTER 2023/2024

Identify Alternative(s) to advance into federal environmental & funding process

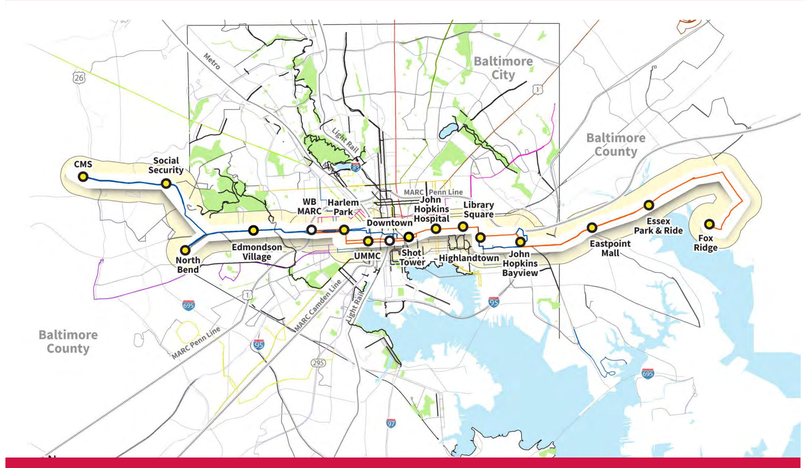
Station 5

Parallel Efforts

RAISE

West Baltimore United

FD Tunnel



Eastern Baltimore County Access Study

Fast Forward

North South

Station 6

Staying Engaged

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